

SEA MONSTER — GULFPORT SHIPBUILDING CORP



Судостроитель:
GULFPORT SHIPBUILDING CORP

Год постройки: 1953

Модель: Экспедиционная яхта

Цена: ЦЕНА ЯХТЫ ПО ЗАПРОСУ

Местонахождение: United States

Длина общая: 105' 0" (32.00m)

Ширина: 25' 0" (7.62m)

Мин. осадка: 12' 0" (3.66m)

Купить **SEA MONSTER — GULFPORT SHIPBUILDING CORP** а также выбрать подходящую вам яхту из нашего каталога яхт вам поможет опытный яхтенный брокер Андрей Шестаков. На сегодняшний день компания **Shestakov Yacht Sales Inc.** имеет большое количество яхт в собственном списке продаж, а также тесно сотрудничает со всеми крупными яхтенными производителями по всему миру.

Для того чтобы купить яхту **SEA MONSTER — GULFPORT SHIPBUILDING CORP** а также проконсультироваться по любому вопросу связанному с покупкой, продажей, чартером яхт позвоните по телефону **+7(918)465-66-44**.

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ХАРАКТЕРИСТИКИ

Обзор

The Sea Monster project is a unique conversion in process was the first diesel tug in Boston Harbor. The vessel originally named MARS, was owned by Boston Towing & Transportation Co. and was ABS Classed when purchased in 2000. This robustly constructed and proven vessel was surveyed prior to purchase and found to be in sound condition; "a very capable unit" as described by the surveyor. She was completely dismantled down to the frames and all original machinery, piping, wiring and equipment removed. New systems were engineered and installed to meet the new requirements of the design. Setzer Design Group masterfully redesigned the spacious interior and styled the exterior maintaining the classic lines of the period. The hull has a model shape with flush deck and elliptical stern. The original superstructure was removed and an all new aluminum structure fabricated and installed with excellent head room, superb stairway access to all decks and large windows and doors. Westoff and Company, a noted large yacht interior engineer and fabricator, completed a stunning interior featuring European Beech joiner work. This interior, valued at over one million dollars, is ready for installation. All new machinery, systems, piping and electrical wiring has been installed. The propulsion system is diesel-electric and consists of three new Caterpillar generators in soundshield enclosures feeding the original, rebuilt electric drive motor and propeller. Over eight million dollars has been invested to date on this project. A large inventory is included with this offering along with the plans and engineering. A change in the owner's plans has initiated this offer. This is a very rare opportunity to acquire a first class tug/yacht conversion with a pedigree design and new joiner work, systems, machinery, wiring and equipment at a fraction of the investment. This vessel is being offered "as is where is" and for less than half of investment to date.

Основная информация

Тип судна: Экспедиционная яхта

Модельный год: 1953

Год постройки: 1953

Вид обновления: Tug to Luxury Yacht Conversion in Process.

Страна: United States

Регистрационный номер: IMO 7003867

Номер регистрации в береговой охране: 266853 / Boston, MA

Размеры

Длина общая: 105' 0" (32.00m)

Длина по ватерлинии: 96' 0" (29.26m)

Ширина: 25' 0" (7.62m)

Мин. осадка: 12' 0" (3.66m)

Длина привального бруса: 103' 0"
(31.39m)

Скорость, вместимость и масса

Чистый вес: 192 Pounds

Размещение

Всего кают: 5

Всего коек: 9

Спальные места: 12

Всего ком. состава: 6

Каюта капитана: Да

Каюты экипажа: 3

Койки экипажа: 4

Спальных мест экипажа: 4

Комм. состав экипажа: 2

Корпус и палуба

Материал корпуса: Steel

Материал палубы: Steel

Комплектация корпуса: Full
Displacement

Дизайнер экстерьера: Setzer Design
Group

Дизайнер интерьера: Setzer Design
Group

Информация о двигателе

Двигатели: 3

Производитель: Luggier

Тип двигателя: Inboard

Тип топлива: Diesel

ПОДРОБНОЕ ОПИСАНИЕ

Remarks

The Sea Monster project is a unique conversion in process of the first diesel tug in Boston Harbor. The vessel originally named MARS, was owned by Boston Towing & Transportation Co. and was ABS Classed when purchased in 2000. This robustly constructed and proven vessel was surveyed prior to purchase and found to be in sound condition; "a very capable unit" as described by the surveyor. She was completely dismantled down to the frames and all original machinery, piping, wiring and equipment removed. New systems were engineered and installed to meet the new requirements of the design. Setzer Design Group masterfully redesigned the spacious interior and styled the exterior maintaining the classic lines of the period. The hull has a model shape with flush deck and elliptical stern. The original superstructure was removed and an all new aluminum structure fabricated and installed with excellent head room, superb stairway access to all decks and large windows and doors. Westoff and Company, a noted large yacht interior engineer and fabricator, completed a stunning interior featuring European Beech joiner work. This interior, valued at over one million dollars, is ready for installation and stored in a climate controlled warehouse. All new machinery, systems, piping and electrical wiring has been installed. The propulsion system is diesel-electric and consists of three new Northern Lights generators in soundshield enclosures running the original, completely rebuilt electric drive motor and propeller. Over eight million dollars has been invested to date on this project. A large inventory is included with this offering along with the plans and engineering. Project completion is estimated to take less than 12 months depending upon the shipyard. A change in the owner's plans has initiated this offer. This is a very rare opportunity to acquire a first class tug/yacht conversion with a pedigree design and new joiner work, systems, machinery, wiring and equipment at a fraction of the original investment.

Vessel Walkthrough

Note: To follow is a description of the planned design for this vessel based on the drawings from Setzer Design Group. The vessel's interior joiner package, loose furnishings, overhead and soft decor have not been installed though the staterooms, living spaces and cabins have been built to the drawings; bulkheads are in place, major piping and wiring are roughed in and the inventory is believed to include much of the equipment, hardware and fixtures required to complete the vessel.

Upon entry into the main deckhouse from either the port or starboard exterior side decks, one enters the main salon foyer with a day head to port and centerline access aft to the spacious main salon measuring 34' x 17'6" and surrounded with large windows allowing unobstructed views of the water. The high overhead accentuated by a recessed design feature make this area light and inviting. The proposed arrangement includes curved lounge seating forward port and

starboard, a full service bar aft to port, a game table and chairs to starboard. A desk to starboard hides a flat screen TV. Two hinged doors on centerline and protected by a generous overhanging deck, open on to the large elliptical aft deck measuring fourteen feet fore and aft on centerline. Two additional port and starboard bulwark gates allow convenient access for boarding from tenders or docks.

Forward of the main salon is the large open dining and galley arrangement featuring large windows, an island preparation and cooking area with a raised bar and stools. The dining area with a beautiful curved bulkhead forward could also be enclosed for separation and privacy from the galley. Large working counter spaces, separated appliances, two pantries and large windows make this a professional chef's dream.

Forward of the galley and behind a thickly insulated bulkhead are two identically dimensioned guest staterooms, each with queen berths, two hanging lockers, recessed TV cabinets and private head and shower. Each stateroom has the original brass portlights which were removed and restored and provide outside light and views.

Below the main deck and accessed from the midship foyer, two crew cabins with a large head, crew lounge with refrigerator, sink and dinette join the engine room bulkhead with a watertight door. A large lounge room is forward to starboard and a laundry room with washer and dryer are to port. Two cabins each with two berths and a bunk and private heads with showers allow use by additional crew or guests. A linen locker is on centerline. The separation of this area from the main deck provides privacy for the crew and engine room access from the lower deck for safety.

The owner's private deck is located on the 01 level above the main deck and is accessed by an interior stair that opens in to the skylounge. This area features large windows around classic elliptical bulkheads. Unobstructed views of the water while seated anywhere in this lounge are the result of low profile bulwarks with polished stainless steel rails. This area features a fireplace!

The owner's suite with a king berth and large head is accessed via an offset companionway which provides privacy from the sky lounge. Entering through an overhead archway, the aft facing berth with classic millwork is located on centerline. There are three hanging lockers, a desk and built in drawer cabinets port and starboard. The master head is accessed from both port and starboard doors and has an enclosed water closet, two sinks separated by a vanity, and a tub/shower. There are linen lockers outboard. Complete walk around side decks with polished stainless steel rails offer commanding views from the raised bow deck and the large sun deck aft. This exterior deck is 18' in length on centerline and averages 15' in width. It has two exterior

stairwells port and starboard that access the main deck. A bar cabinet with refrigerator and ice maker shaded by the overhanging boat deck provides service to a large dining table that seats ten. The views, privacy, and separation this deck provides will truly enhance long voyages.

The pilothouse and boat deck on the 02 level feature a traditional funnel and room for tender's, life rafts and a crane. The pilothouse provides excellent visibility through eleven pilothouse windows. Two of the windows are roll down type as often used on these vessels. A raised settee with table is located aft of the helm seat and contains a flag locker and chart storage. A navigation desk is to starboard and a pilot's cabin and head are accessed from the port side companionway. There are two aft facing weathertight doors port and starboard that open on to the boat deck. There is a fly bridge deck above the pilothouse with a large observation deck protected by polished stainless steel rails.

Engine /Mechanical Equipment

This vessel has a diesel-electric propulsion system consisting of three new Northern Lights generators in sound shields, an Allis-Chalmers 1020 hp motor driving a large single fixed pitch propeller.

Accommodations

Исключения

При продаже яхты исключаются личные вещи владельца.

Отказ от ответственности

Компания предоставляет описание судна или яхты добросовестно, но не может гарантировать точность этой информации, а также не ручается за техническое состояние. Покупатель должен проинструктировать своих агентов или оценщиков исследовать представленную информацию более подробно, по собственному желанию. Продажа судна или яхты, изменение цены или снятие с продажи будет происходить без предварительного уведомления.

ФОТОГРАФИИ

Stern View



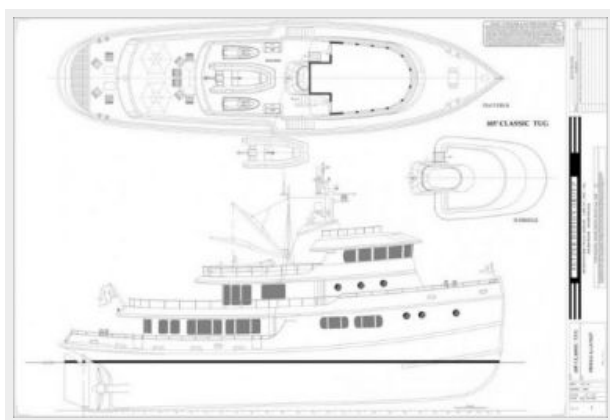
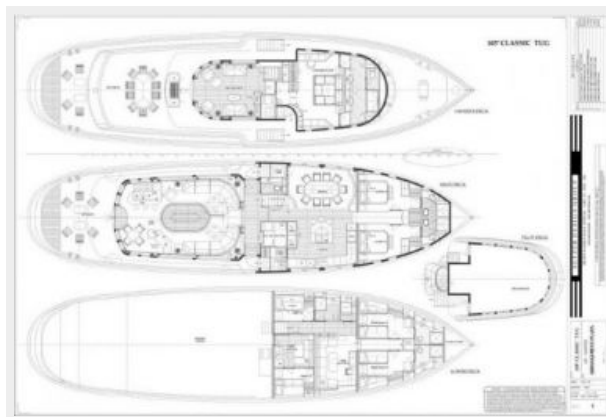
Bow Exterior



Prop and Rudder





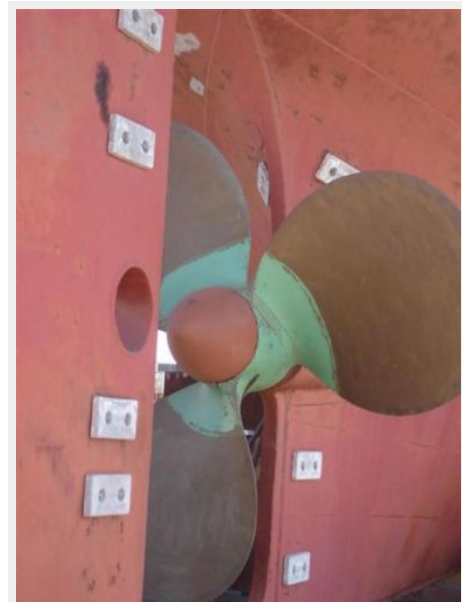


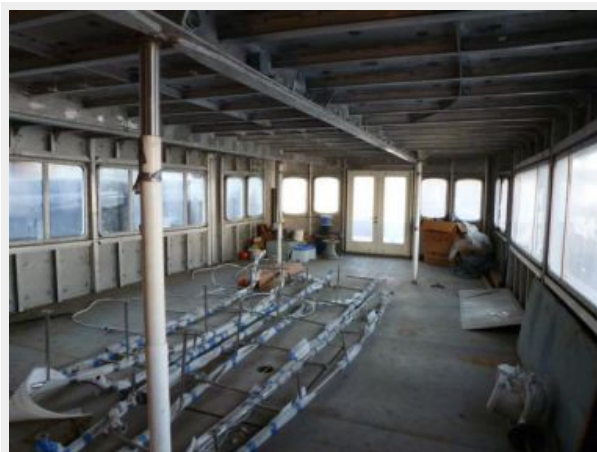


Exhaust



Prop





КОНТАКТЫ

Андрей Шестаков (Andrey Shestakov) – ведущий яхтенный брокер отдела продаж яхт и судов компании Shestakov Yacht Sales Inc. Официальный представитель Shestakov Yacht Sales Inc. для русскоговорящих клиентов в центральном офисе компании в Майами/Форт Лодердейл/Флорида/США.

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Время работы

Понедельник – Суббота: **9:00 - 21:00**
EDT

Воскресенье: **Закрито**

Адрес



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STE 213, Dania, FL 33004